(a) There has been a slight deterioration in the schedule of Indian Airlines services due to weather, miscellaneous and consequential reasons which are beyond the control of Indian Airlines.

(b) Yes, Sir.

(c) Passengers have been requested to report for check-in sufficiently in advance.

Recruitment of pilots jn the Indian Airlines

2789. SHRI R. RAMAKRISHNAN: Will the PRIME MINISTER b$_e$ pleased to state:

(a) whether Indian Airlines have recently recruited some pilots; and

(b) if so, whether a majority of them are sons of the serving pilots?

THF MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT): (a) and (b) No, Sir. Indian Airlines have however, initiated action for induction of pilots, which is likely to be finalised by the end of September, 1985.

Selection of check pilots instructors and examiners

2790. SHRI R. RAMAKRISHNAN: Will the PRIME MINISTER be pleased to state:

(a) what are the norms for selection of check pilots, instructors and examiners in the Indian Airlines, Air India and D.G.C.A.; and

(b) whether all those selected have a record free of accidents?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT): (a) The norms for selection °f check Pilots, Instructors and Examiners are as follows:—

(i) They should be regularly flying the aircraft on which the approval is

(ii) They should hav$_e$ adequate Pilot-in-Command experience (both day and night operations) on the type of aircraft and should have consistently shown satisfactory proficiency.

(iii) They should be known for their impartiality.

(iv) They should have sound technical knowledge of the aircraft and its operations and should be good in judging the flying assessment of others.

(v) They should also have accident/ incident free record during the preceding three years.

(vi) For a Commander to be approved as an Examiner, he should have adequate experience as Instructor and for one to be approved as an Instructor, he should have previous experience as a Check Pilot or have had experience as an Instructor on another type of aircraft.

(vii) The Pilots approved on a new aircraft should undergo training and satisfactory flying tests before exercising the privileges of Instructor'Check pilot as the case may be.

(viii) Seniority, Position held in the Corporation, remuneration received by the Commanders should not be the primary considerations for nomination.

(ix) *Requirements of flying experience*

(A) *Check Pilot*

(i) Total Flying experience — 3000 hours

(ii) Total Command experience — 750 hours

(iii) Total Command experience on the type — 500 hours

(B) *Instructor*

(i) Total flying experience — 3000 hours

(ii) Total Command experience — 1250 hours

(iii) Total Command experience on the type — 1000 hours